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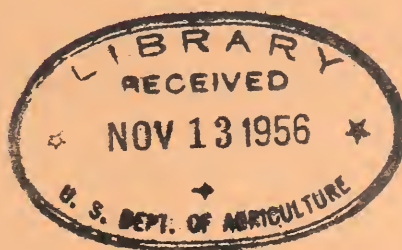
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Production and marketing administration
Shipping and storage branch

PROGRESS REPORT

JULY 31, 1946



COVERS ONLY THOSE COMMODITIES
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STORAGE BRANCH ...

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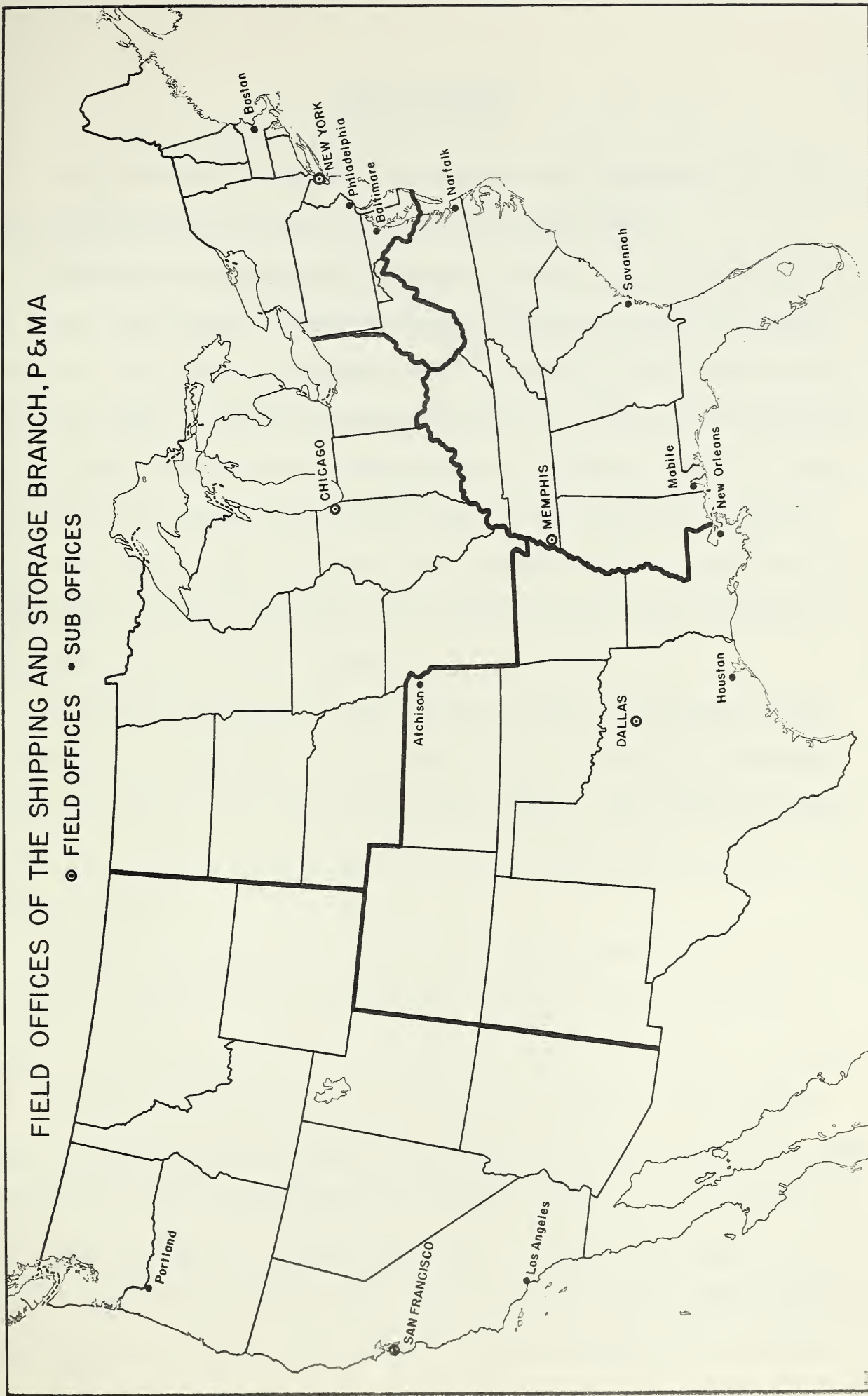
Mr. N. E. Lodd

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FIELD OFFICES OF THE SHIPPING AND STORAGE BRANCH, P & MA

● FIELD OFFICES • SUB OFFICES



JULY IN REVIEW

Operations of the Shipping and Storage Branch continued at a high level during the first month of the current fiscal year.

Activities in a number of categories, however, ran below those of the heavy June volume. Program shipping commitments dropped by almost one half. Net orders to programs declined somewhat under the June calendar-year peak. They nevertheless remained at a high mark and indicated the Branch's efforts to meet commitments as rapidly as possible. Bills of lading also dropped below the 1946 peak reached in June, orders to ship fell slightly, and shipments from vendors declined. Shipments from warehouses, however, increased, and liftings at port rose 54 percent to the highest figure since February.

The Branch continued in July to move the bulk of shipments direct from vendors to consignees rather than through intermediate warehouses. Eighty-one out of every 100 cars traveled direct. The Branch also maintained its practice of warehousing near ports the export commodities requiring storage.

During July shipments to foreign claimants, particularly grain products, remained heavy. The Program Operations Division exerted a special effort to get claimants to speed loadings. The effort resulted in clearing the ports by July 15 of all grain products awaiting shipment. The Secretary's Subcommittee on Grain and Grain Products continued to function, and Program Operations provided reports on the progress of the export programs for these commodities. Programs for August include greater proportions of flour than grain, and the Division began planning in early July for these shipments. It issued several orders providing

II

for moving an increased quantity of flour through Gulf ports. The entire flour program will total 250 million pounds and materially expand activity in the Southwest.

Since the lifting of OPA restrictions, producers have demanded contract price adjustments and delayed delivery under present contracts. To meet this situation, Program Operations has had to revise program plans and in many instances cancel shipping instructions and make substitutions in cargo schedules. In addition to its other July activities, the Division completed its work on reconciliation of shipping records.

In July the Branch shipped substantial quantities of price support potatoes from all areas except the Midwest where shipments ran light and were solely from Missouri. In smaller quantities it also shipped onions, cabbage and beets purchased under price support in a few states. Potato shipments from the Northeast originated in New York, New Jersey, Maryland, and Delaware. Southern shipments came from Virginia, North and South Carolina, Tennessee, Alabama, and Mississippi. In the Southwest the shipping states were Arkansas, Oklahoma, Colorado, and New Mexico; and in the West were Arizona, California, Idaho, Washington, and Oregon. Branch representatives participated in meetings arranged in each major producing state by the Field Service Branch to acquaint all workers with procedures affecting storage and shipping operations.

The Shipping Division considerably expanded the control set up to regulate the movement of price support potatoes to processing plants in order to prevent congestion, car detentions, and embargoes. It likewise obtained sufficient permits for refrigerator cars to move potatoes from the Southeast where the AAR embargoed the use of reefers for this purpose.

During July Shipping requested the ODT to lift the Philadelphia and Baltimore embargoes because improved operation had cut the daily average of cars at each port below 100. The ODT is considering the advisability of the requested action.

The Shipping Division continued its general control on movement of commodities to port in order to prevent congestion, car detentions, and embargoes. Because, however, of failure of vessels to arrive for loading at specified dates, more than 6,500 head of livestock have accumulated in Newport News and Williamsburg. Intermediate rest stops are holding an additional 800. To expand the livestock facilities at Newport News, we have now arranged to procure approximately 3,000 feet of wire fencing material from WAA.

As a result of increased livestock movements, an acute stock car shortage developed during the month and the Shipping Division experienced considerable difficulty in obtaining sufficient equipment from carriers. An ICC authorization to increase livestock rates 6 to 11.3 percent has required a revision of all rates quoted before July 1. A new rate schedule will soon be ready for distribution.

The general rail equipment supply became tighter in July and most of the available equipment was in use.

Reconditioning and reconditioning of stocks dropped to 4.18 million pounds, the lowest figure of the calendar year. Reductions in storage holdings, especially of over-age stocks, and the practice of shipping direct from vendors are largely responsible for the decrease in reprocessing operations. The bulk of the work occurred in the Northeast, South, and Midwest. The West had none. In the Northeast, arrivals of

IV

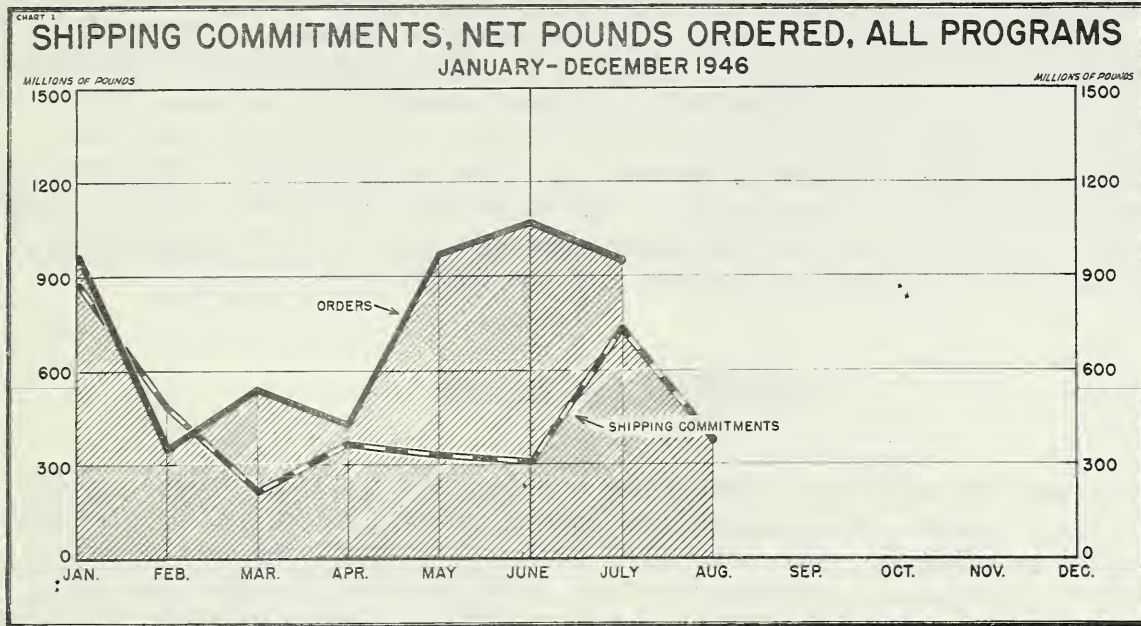
evaporated milk at New York caused considerable trouble. A shipment of pine pitch arriving in very bad condition constituted an unusual job. Extensive fumigation of grain products continued. The operation, taking place in the Southwest, involved 21 million pounds.

During July the Claims Division made a 17 percent reduction in its backlog of claims on hand. The Division reached an agreement with the Chesapeake and Ohio Railway Company for automatic settlement of transit livestock claims. It is also continuing negotiations with the claim agents of carriers in the New York area for automatic agreement on transit claims. The proposal concerns settlement of FAS cases where the shipper loads and carrier unloads and a shortage occurs despite clear car seal records. During the month the Division issued a revised handbook on adjudication procedure. The handbook has proved valuable both as a textbook and reference manual.

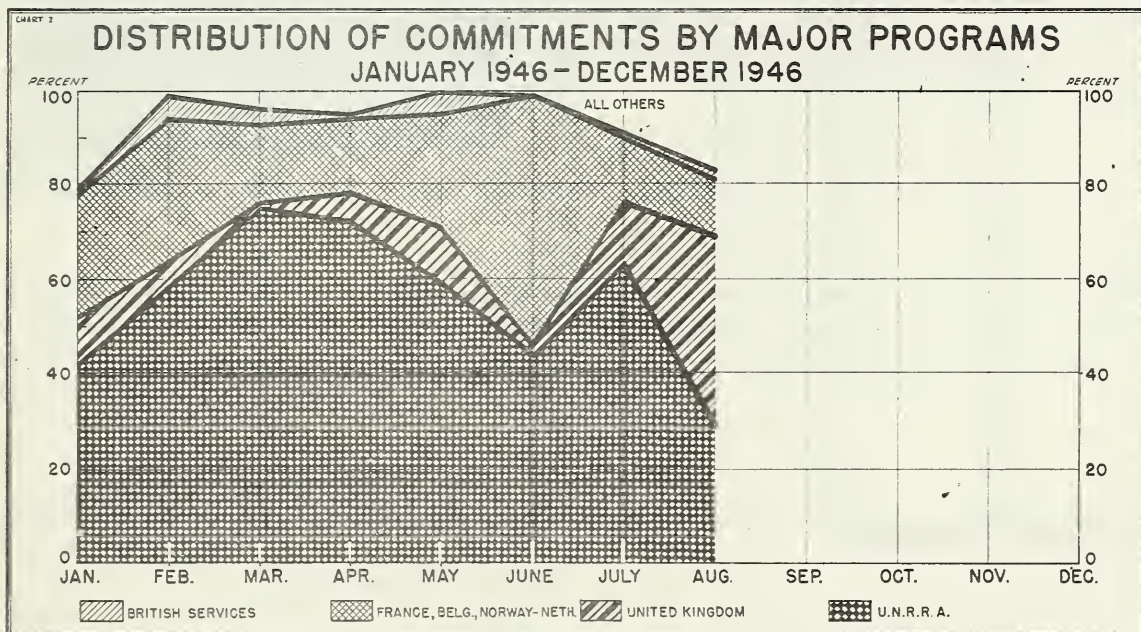
The Field Operations Division, working in conjunction with other Divisions and the Fiscal Branch, developed an arrangement and issued field instructions for the transfer of GCP inventories to GSP. The Division also established procedures for achieving uniformity and accuracy in handling inventory reduction orders, rejecting commodities to warehousemen, and in reporting and adjusting records for undelivered contract balances. It also revised the out-of-condition and part lot commodities procedure.

SHIPPING COMMITMENTS

Program shipping commitments dropped from 730 million pounds for July to 383 million for August. (See Chart 1.) The high July figure



to a large extent resulted from the reallocating or recommitting, to the various programs, commodities which were undelivered during the fiscal



year ending June 30. Although the August volume fell 47 percent below

the July total, it still exceeded all other months of the calendar year except January and February.

August commitments to the UNRRA program declined to 29 percent of the total compared to 63 percent in July, 44 percent in June, and 59 percent in May. (See Chart 2.) Commitments to the United Kingdom jumped, however, from 13 percent in July to 40 percent in August. They had totaled 2 percent in June and 12 percent in May. Those of the French, Belgian, Norwegian, and Netherlands programs equaled 12 percent in contrast to 14 in July, 53 in June, and 24 in May. The British Services, which had received less than 1 percent in June and July and 5 percent in May, totaled 2 percent for August. The aggregate percentage of all other programs stood at 17 percent in August compared to 9 percent in July. Nearly the entire August amount was for the Army.

NET ORDERS TO PROGRAMS

July net orders^{1/} to all programs totaled 957 million pounds. (See Chart 1.) The total ran 114 million pounds under June's 1,071, the peak figure of the calendar year, and also dropped slightly below the May total of 971 million. Despite the fact that July fell below the two preceding months, its 957 million volume indicates the Branch's continued efforts to fulfill program commitments as rapidly as commodity availability and transportation facilities permit.

Percentage Distribution of Net Orders to Programs
July 1945 - July 1946

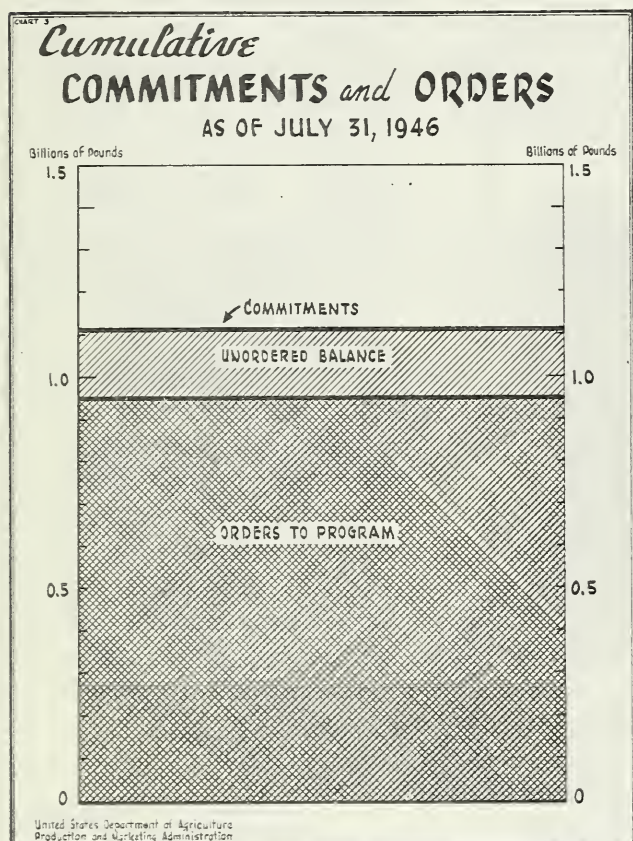
	UNRRA	United Kingdom	French, Belgium Norway, Netherlands	British Services	All Others
July 1945	26%	15%	14%	20%	25%
Aug.	35	12	16	22	15
Sept.	15	10	13	30	32
Oct.	28	5	15	49	3
Nov.	32	23	30	8	7
Dec.	38	21	23	6	12
Jan. 1946	52	14	14	2	18
Feb.	19	15	38	4	24
Mar.	46	16	28	2	8
Apr.	69	5	13	4	9
May	59	3	33	2	3
June	44	12	12	0*	32
July	44	27	14	1	14

* Less than 1 percent.

^{1/} Represent documentary orders placed with vendors and warehouses by Program Operations Division during July. Does not measure deliveries actually accomplished during the month.

Orders placed for the UNRRA program in July aggregated 426 million pounds. This equaled 44 percent of the total, the same as in June, and in contrast to 59 percent in May. (See table page 2.) July orders for the United Kingdom totaled 255 million pounds or 27 percent. In June they amounted to 12 percent and in May to 3 percent. The percentage of net orders to the French, Belgian, Norwegian, and Netherlands programs stood at 14 in July compared to 12 in June and 33 in May. The total

pounds amounted to 131 million. The July figure for British Services was 8 million pounds. This equaled 1 percent as against less than 1 percent in June and 2 percent in May. The remaining net orders for July, totaling 137 million pounds or 14 percent, went to all other programs. In June the percentage was 32 and in May stood at 3. Nearly the entire July amount for other programs constituted orders for the Army.



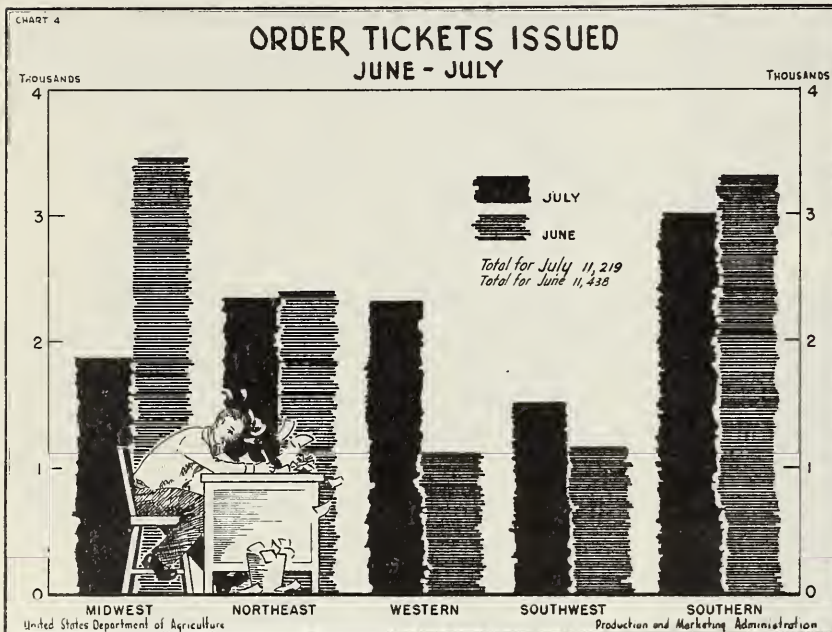
Cumulative shipping commitments exceeded cumulative orders to programs by approximately 250 million pounds for the fiscal year ending June 30, 1946. Since commitments expire at the end of the fiscal year, the unordered balances were canceled. Recommitments were made for many of these commodities but only after the

supply position had been carefully analyzed and agreement of the claimants had been received. Cumulative commitments for the current fiscal year total 1.1 billion pounds, and net orders aggregate 957 million pounds. (See Chart 3.)

ORDERS TO SHIP

July order tickets totaled 11,219. This figure stood 2 percent below the June total of 11,438. The Northeast, West, and Southwest gained. The South and Midwest dropped. (See Chart 4.)

By areas the South, second in June, led in July with 3,016. The Northeast with 2,484 ran second compared to third in June. The West with 2,319 rose from last place in June to third in July. The Midwest, which had ranked first in June, stood fourth with 1,879. The Southwest dropped from fourth to fifth with a total of 1,521.



In percentage of total tickets issued, the South had 26 percent compared to 29 in June. The Northeast had 22 as against 21. The West had 21 compared to 10, the Midwest 17 in con-

trast to its previous 30, and the Southwest 14 as against 10.

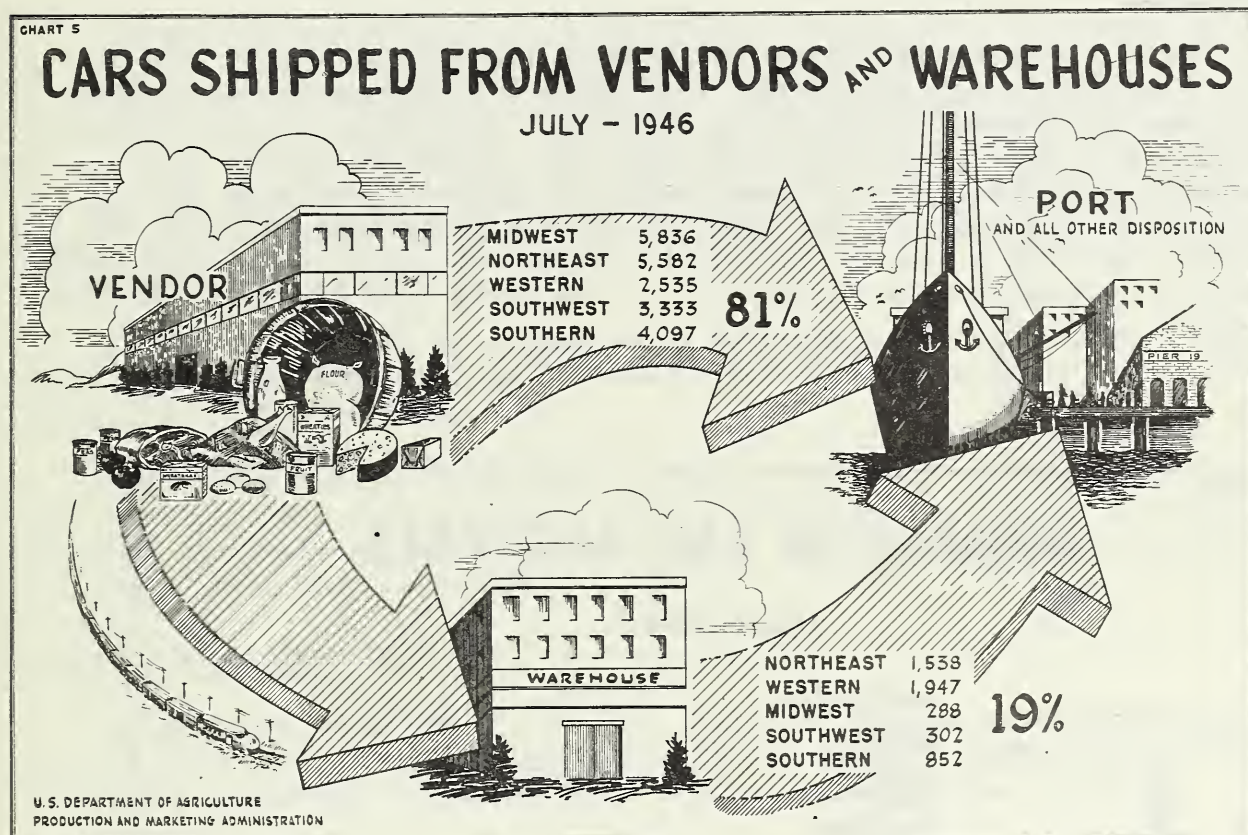
COMMODITY MOVEMENTS

Shipments from Vendors

Shipments from vendors totaled 21,383 cars in July. The July volume constituted a 13 percent drop from the June peak of 24,522 but nevertheless remained 59 percent above the May figure of 13,461. Of total shipments from vendors and warehouses, the percentage of cars traveling direct from vendors also declined in July. It fell to 81 out of every 100 cars compared to 86 out of every 100 in June. The Midwest continued to lead all areas in shipments from vendors. It made 5,836 or 27 percent of the total. The Northeast followed with 5,582 or 26 percent. The South made 4,097 or 19 percent, the Southwest 3,333 or 16 percent, and the West 2,535, the remaining 12 percent. (See Chart 5.)

Shipments from Warehouses

July shipments from warehouses rose to 4,927 cars, a 23 percent increase over the June total of 4,013. The West and South, each of which made large gains, were responsible for the rise. The other areas all declined somewhat. The West made 1,947 shipments, 40 percent of the total. The Northeast had 1,538 or 31 percent. The South with 852 had 17 percent. The Southwest made 302 or 6 percent and the Midwest 288 or 6 percent. (See Chart 5.) The Branch continued to store commodities



nearer to the ports expected to lift them than was formerly the case. Indicative of this is the fact that the Midwest, which led all areas in shipments from vendors, made only 6 percent of the shipments from warehouses compared to the 40 percent made by the West and 31 percent by the Northeast.

Reconsignments

Cars reconsigned during July totaled 5,410. The Northeast made 2,593 reconsignments, the South 2,441, the Midwest 170, the West 161, and the Southwest 45. In percentage of the total, 48 percent occurred within the Northeast. The South had 45 percent, the Midwest and West 3 percent each, and the Southwest 1.

Reconsignments resulted mainly from the practice of shipping the bulk of commodities directly to port areas to assure adequate supplies there, and then diverting the shipped commodities to program outlets as needed.

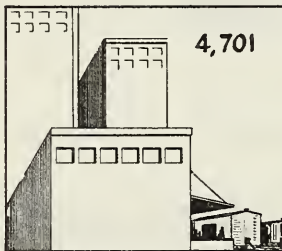
ARRIVALS

Warehouses

Car arrivals at warehouses increased 5 percent in July to total 4,701 compared to 4,473 in June. (See Chart 6.) The Northeast topped all areas for the month with 1,626 arrivals. Following in order were the West with 1,004, the South with 834, the Midwest with 728, and Southwest with 509. The Northeast made the biggest percentage gain rising from 25 percent of the total in June to 35 percent in July. The Midwest rose from 6 percent in June to 15 percent. All other areas fell. The West dropped from 34 percent to 21, the South from 22 to 18, and the Southwest from 13 to 11.

CHART 6

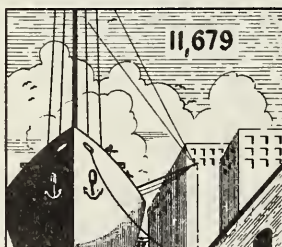
NUMBER OF CAR ARRIVALS JULY, 1946



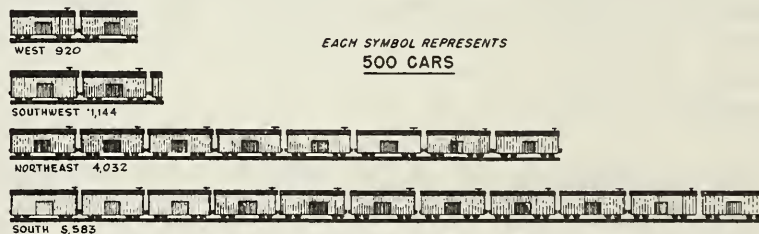
WAREHOUSES



EACH SYMBOL REPRESENTS
500 CARS



PORTS



EACH SYMBOL REPRESENTS
500 CARS

Ports 1/

The number of cars arriving at ports in July totaled 11,679. This was a decrease of 18 percent below the June figure of 14,239. All areas dropped except the South which climbed slightly. (See Chart 6.) In area totals the South again led all Field Offices. It received 5,583 cars as against 5,555 in June. This constituted 47 percent of the total compared to 39 percent in June. Newport News with 3,628 cars topped all ports in the country. Norfolk had 1,018, Mobile 708, Savannah 131, and Charleston 98.

The Northeast continued to stand second with 4,032 cars compared to 5,047 in June. Its percentage of the total remained at 35 percent as in June. New York received 3,572 cars. Philadelphia received 219, Baltimore 215, and Boston 26. Arrivals at Southwest ports totaled 1,144 in contrast to 1,529 in June. Galveston had 725, Houston 344, Beaumont 72, and New Orleans 3. The West received 920 cars, less than half its June total of 2,108. San Francisco led with 418. Portland had 334 and Los Angeles 168.

At the end of July 1,150 cars were reported en route to ports. Of these, 429 were headed to the Southwest, 338 to the Northeast, 304 to the South, and 79 to the West.

The totals for car shipments and car arrivals are not equal. Shipment data includes cars moving to ports, warehouses, and other domestic outlets. Arrivals include cars arriving at ports and warehouses but do not cover other domestic outlets.

Arrivals Other Than PMA

In addition to PMA arrivals, the Branch handled at warehouses and ports 3,619 cars not covered by PMA bills of lading. The South received 1,337, the Southwest 1,076, the West 708, and the Northeast 498.

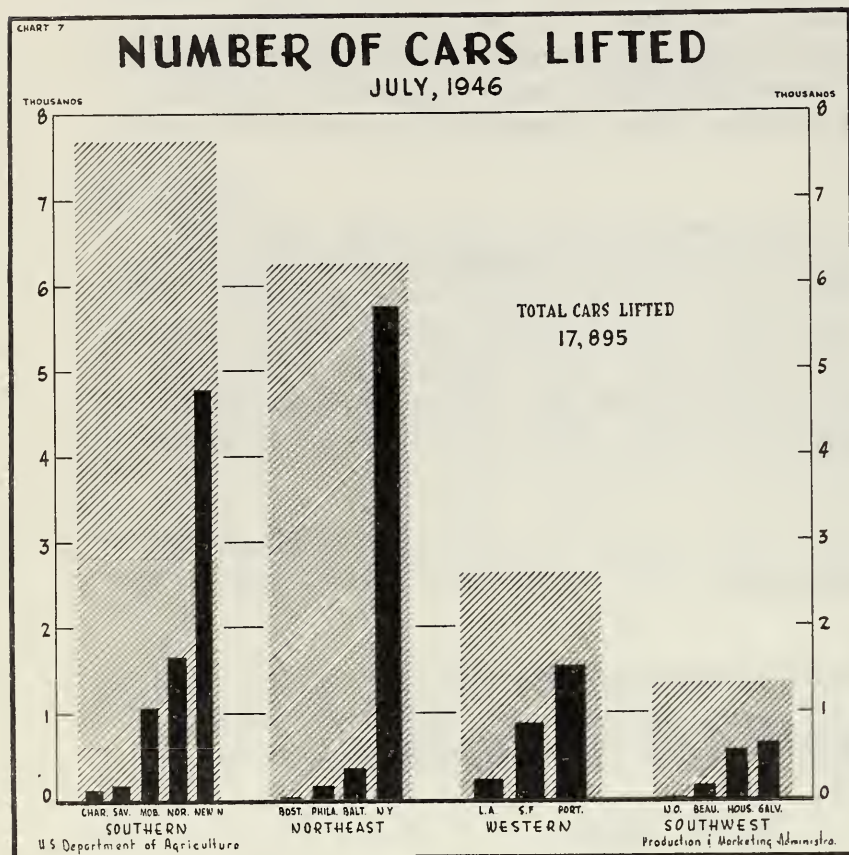
LIFTINGS 2/

The number of cars of commodities lifted increased 54 percent in July. The month's total reached 17,895 compared to 11,625 for June. All Field Offices loaded a greater number of cars aboard vessels than during the preceding month. The South rose from 3,438 to 7,695. The Northeast moved from 4,921 up to 6,255. The West went from 2,104 to 2,611 and the Southwest from 1,162 to 1,334. New York, with 5,738 cars,

1/ No ports in the Midwest.

2/ Does not include liftings of Basic Commodities.

continued to lead all ports. Newport News followed with 4,767. Norfolk lifted 1,645, Portland 1,524, Mobile 1,059, San Francisco 864, Galveston 634, Houston 559, Baltimore 353, Los Angeles 223, Philadelphia 146, Beaumont 138, Savannah 131, Charleston 93, Boston 18, and New Orleans 3. (See Chart 7.)



In addition to cars lifted, the Field Offices reported that as of the end of the month there were 739 cars on track and 2,221 on pier storage, a total of 2,960. As of the end of June the number totaled 5,558. On July 31, five percent or 159 cars were at ports in the Northeast, 28 percent or 840 cars in the South, 24 percent or 702 in the Southwest, and 43 percent or 1,259 in the West. Fifty-three ships were loading

cargo at the close of the month.

COMMODITY INVENTORY ^{1/}

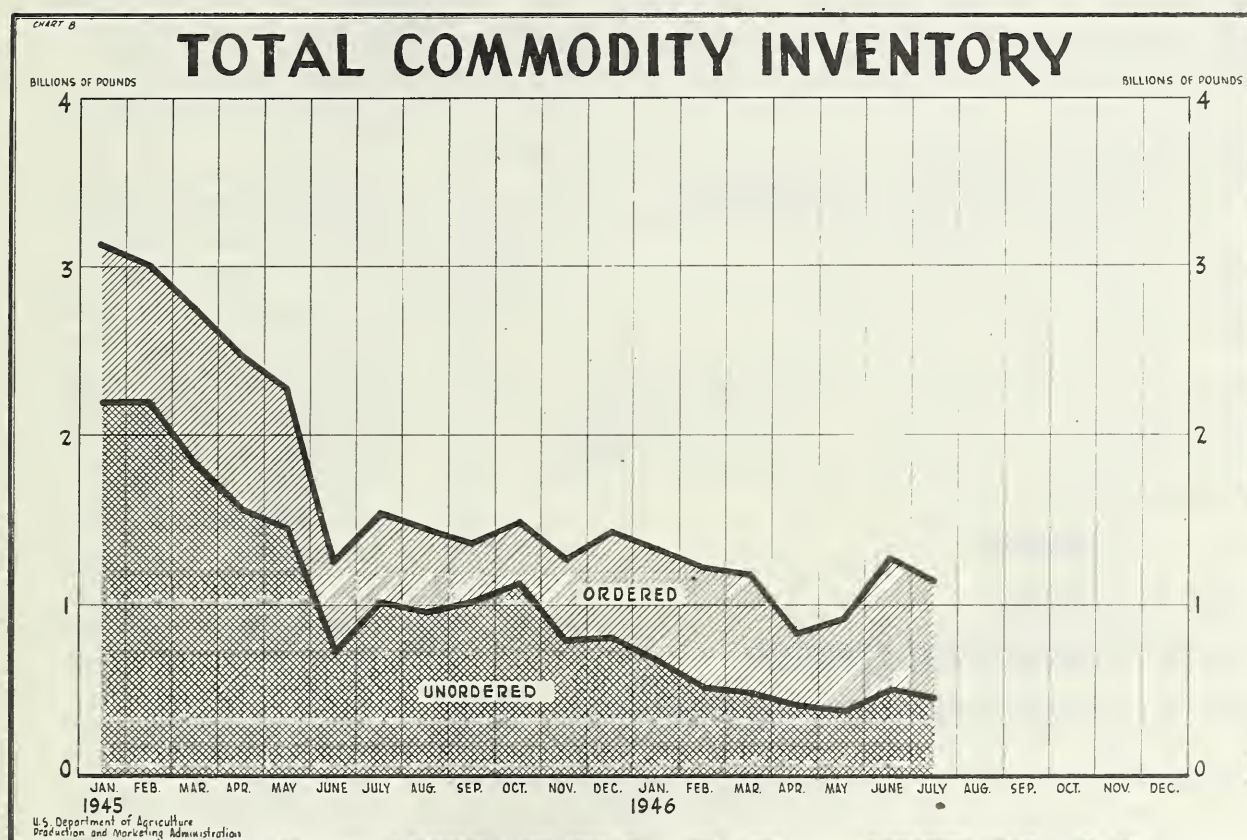
The continuing drive to fulfill program commitments as rapidly as commodity availability and transportation facilities permit resulted in the ordering of 957 million pounds to programs in July. Total CCC-owned commodities, which amounted to 1,271 million pounds at the end of June, aggregated 1,146 million ^{2/}on July 31. The July decline totaled 125 million pounds. The month's figure stood, however, above May which had 913 million and April which had 840 million. It ranked below the first three

^{1/} Basic commodities - wheat, oats, rye, barley, corn and cotton - are excluded from the totals reported.

^{2/} Data for July, 1946 is preliminary and is subject to later revisions.

months of the calendar year. By comparison March had 1,185 million pounds, February 1,222 million, and January 1,336. July also ran considerably below the July, 1945 inventory which aggregated 1,552 million pounds. (See Chart 8.)

The ordered portion of the inventory dropped 70 million pounds during the month. This part of the total, which represents supplies moving to programs as well as commodities referred for sale and other non-program use, totaled 694 million pounds compared to 764 million in June. It nevertheless remained 159 million above the May figure of



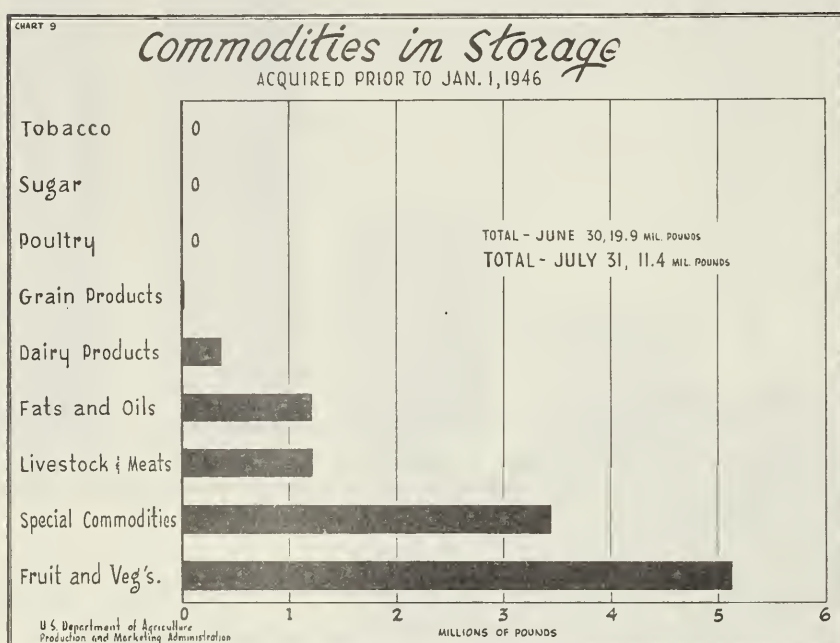
535 million and 175 million higher than the preceding July.

The unordered commodity inventory, which consists of stock available for shipment to program for which shipping instructions have not been issued, likewise dropped in July. The month's total amounted to 452 million, a decline of 55 million under June. It stood higher than the 378 million unordered portion in May and the 419 million in April, but dropped below the 486 in March, 520 in February, and 675 in January. It totaled less than one half the amount for July a year ago. It should be noted that these unordered figures are based on orders to ship rather than commitments.

The change prevailing this year compared to 1945 in the ratio of ordered to unordered commodity inventory continued in July. Where in early 1945 more than 60 percent of all inventory represented unordered stock, it has during 1946 dropped to less than 50 percent. This year it amounted to 51 percent in January, 42 percent in February, 41 in March, 49 in April, 41 in May, and 40 in June. In July 1946 the percentage of unordered stock dropped to 39 percent of the whole. In July 1945 the unordered portion amounted to 66 percent of the total.

Total CCC-owned stocks acquired prior to January 1, 1946, which includes commodities for which disposition has not been arranged as well as those stocks ordered to programs but not shipped as of July 31, amounted to approximately 11.38 million pounds. This was 8.48 million less than the June 30 total of 19.86 million and 78.83 million under

the May 31 figure of 90.21. The reduction during July almost equals the stocks now remaining. Approximately 45 percent, or 5.12 million pounds, of the remaining over-age commodities represented fruit and vegetables, 3.44 million special commodities, 1.21 million livestock and meats, and 1.21 million fats and oils. Dairy products totaled 383 thousand and grain products slightly in excess of 12 thousand. No



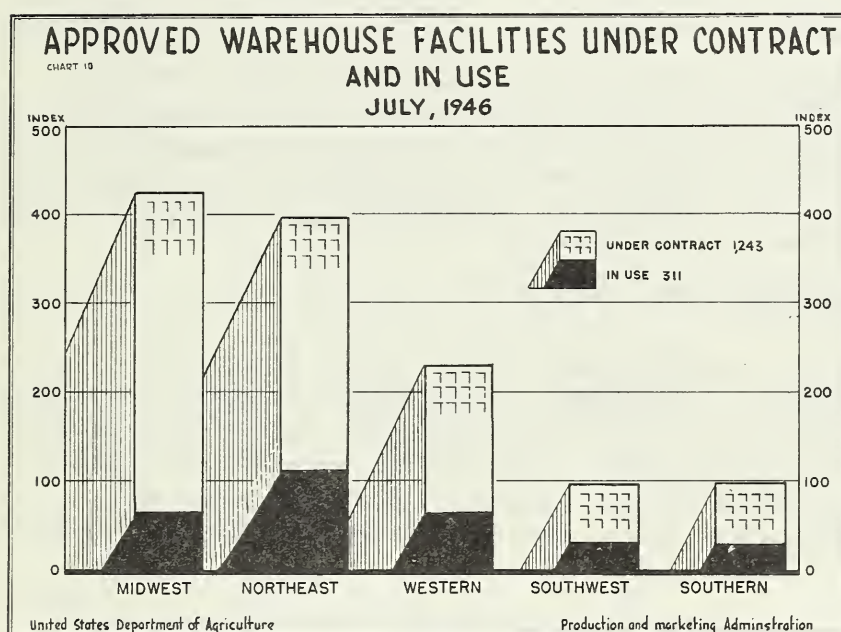
poultry, sugar or tobacco remained. (See Chart 9.)

Over-age stocks as a percent of total inventory amounted to only 0.99 percent on July 31. The percentages were 1.6 at the end of June and 9.9 at the end of May. A decrease occurred in every commodity during July. In terms of pounds, the largest decline took place in fruit and vegetable stocks which fell 3.57 million pounds. Special commodities dropped 1.86 million, grain products 1.28 million, fats and oils 870 thousand, dairy products 680 thousand, livestock and meat 190 thousand, and tobacco 45 thousand. The largest percentage decline developed in grain products which fell 99 percent. Other declines were 64 percent dairy, 42 percent fats and oils, 42 percent fruit and vegetables, 35 percent special commodities, and 14 percent livestock and meats.

WAREHOUSE FACILITIES

At the end of July, 900 approved warehouse contracts were in effect. This was seven less than the number reported on June 30 and May 31. Thirty-seven percent of the July contracts were with warehousemen in the Midwest area, 33 percent in the Northeast, 13 percent in the West, 9 percent in the South, and 8 percent in the Southwest. There were eight fewer contracts in the Midwest in July than in June and two fewer in the Southwest. One additional contract was reported by the South and two by the West. No change occurred in the Northeast.

The 900 contracts in force covered 1,243 approved warehouse facilities which were suitable for the storage of PMA commodities. This was in contrast to 1,199 on June 30 and 1,348 on May 31. The Midwest



dropped from 435 in June to 424 in July, the Northeast from 402 to 396, and the Southwest from 96 to 94. The South and the West, on the other hand, increased their facilities from 96 to 98 and from 170 to 231 respectively. (See Chart 10.)

Approximately 25 percent, or 311, of the approved facilities were being utilized on July 31. At the end of June, 349 facilities or 29 percent of the

total were in use. The Northeast with 113 led all other Field Offices in the number of facilities being used. The Midwest followed with 68, the West had 67, the South 32, and the Southwest 31. Thirty-three percent of those facilities located in the South and in the Southwest were in use on July 31. The degree of utilization in the other areas ranged from 16 percent in the Midwest to 29 percent in the Northeast and the West.

INSPECTION AND MAINTENANCE

Warehouse Inspection

One hundred and eighty-nine subsequent warehouse examination reports and 18 original examination reports were received from the

Areas	Whse Exam. Reports Rec'd	Whses Removed From Approved List By MFB	Orig. Exam. Reports Rec'd
Northeast	104	11	3
Midwest	53	11	4
Southern	6	0	2
Southwest	18	1	2
Western	8	1	7
Total	189	24	18

Marketing Facilities Branch during July. (See table.) These were in contrast to 371 subsequent reports and 8 original reports received in June. The Marketing Facilities Branch removed 24 warehouses from the approved list in July compared to 53 in June. Twenty-two of the 24 removals from the approved list were in the Northeast and Midwest areas.

Inspection Requests and Reports

Twenty-two requests for inspection were made to the Commodity Branches during July as against 41 in June. Of the July requests, 16 originated in the Field Offices and 5 in the Washington Office and one was referred to the Field by Washington. Inspection reports total 14 as against 13 in June. The Field Office received 11 reports during the month, and the Washington Office 3. There were no inspection

Field Offices	Inspection				Inspection Reports			
	Originated	Ref. To	F.O. By	Total	Received	Ref. To	By F. O.	Total
	F.O.	Wash.	Wash.		F.O.	Wash.		
Northeast	10	3	1	14	1	0	0	1
Midwest	0	1	0	1	1	1	0	2
Southern	0	0	0	0	0	1	0	1
Southwest	4	0	0	4	7	0	0	7
Western	2	1	0	3	2	1	0	3
Total	16	5	1	22	11	3	0	14

reports referred to Washington by the Field Offices. There were 8 outstanding reports at the end of July compared to 28 in June. (See table previous page.)

Thirty-four additional requests were also prepared to help expedite the inspection and handling of fresh potatoes purchased in Southern areas. As a result of these requests, 729 certificates of inspection covering fresh potatoes in storage or on track have been received and processed.

Sales Referrals

The Washington Office made 7 referrals for sale to the Commodity Branches during July as compared to 4 in June. Three of the July referrals and one of the June referrals have been sold and abstracts received.

Part Lots

Warehousemen's inventory reports and subsequent examination reports since March 1, 1946 indicate that the total number of part and disposition lots brought to this division's attention increased from 1,624 on July 1 to 1,810 on July 31. (See table below.) Definite action was taken on 1,733 lots. Of these, 722 have been sold, 625

Status Of Part And Disposition Lots

<u>Areas</u>	<u>Sold</u>	<u>Ordered To Program</u>	<u>Misc. Dis- position</u>	<u>Action Pending</u>	<u>Total</u>
Northeast	386	450	178	60	1,074
Midwest	213	112	69	9	403
Southern	24	4	13	1	42
Southwest	24	13	61	-	98
Western	<u>75</u>	<u>46</u>	<u>65</u>	<u>7</u>	<u>193</u>
Total	722	625	386	77	1,810

have been ordered to program, and 386 have been destroyed, donated, or are being handled by claims. Action is pending on 77. Seventy-one are awaiting sale, 2 have been referred for inspection, and 4 are being re-conditioned.

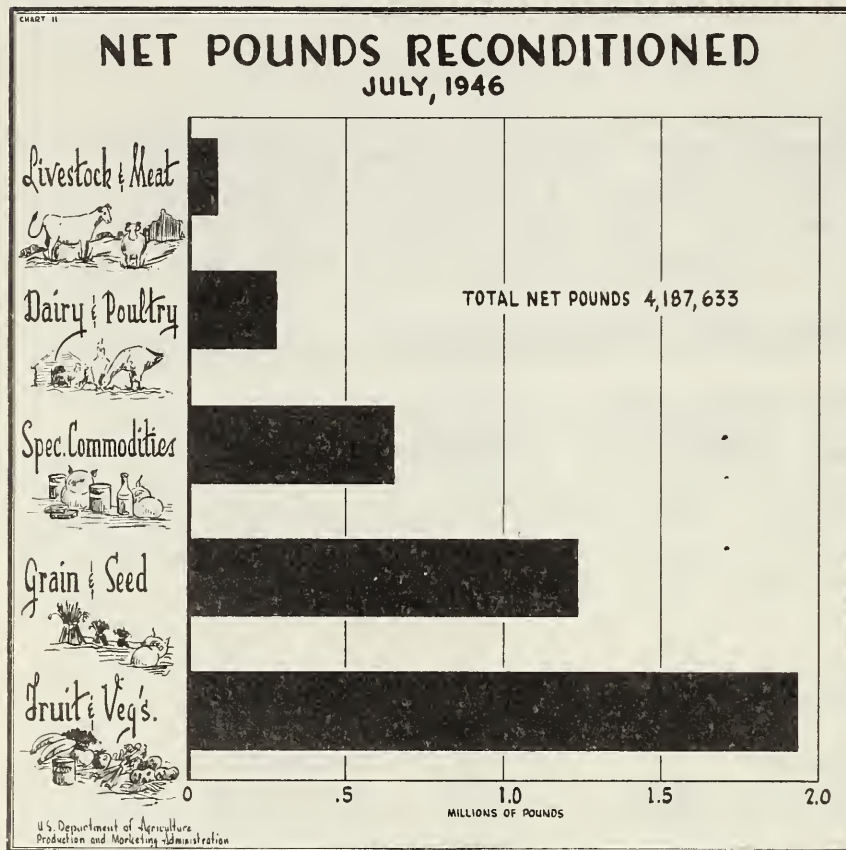
Salvage

The Salvage Section sold 31 and donated 7 out-of-condition and/or odd lots during July. During June 18 sales and 9 donations were made. All donations were valued at less than \$50 per lot. Eight sales, six

of which represent surplus property declarations by the Navy Department and the Maritime Commission, were made by the Washington Office. The Northeast led all Field Offices with 16 sales. The South made five and the West two. None were made in the Midwest. Of the seven donations, five were made by the Northeast and two by the Midwest.

Reconditioning and Reconditioning

Only 4.18 million pounds of commodities were reconditioned and reconditioned in July. This was 7.39 million pounds less than the June total of 11.57 million. It was also lower than any other month of the calendar year. Reductions in storage holdings, especially over-age stocks, and the practice of shipping direct from vendors are largely responsible for elimination of the need for reprocessing.



All of the work was done in four Field Areas. The Northeast led with 1.56 million pounds. The South handled 1.26 million, the Midwest 1.20 million, and the Southwest 165 thousand. During June the Northeast reconditioned 2.90 million, the Midwest 8.40 million, the Southwest 243 thousand, the West 2 thousand, and the South none.

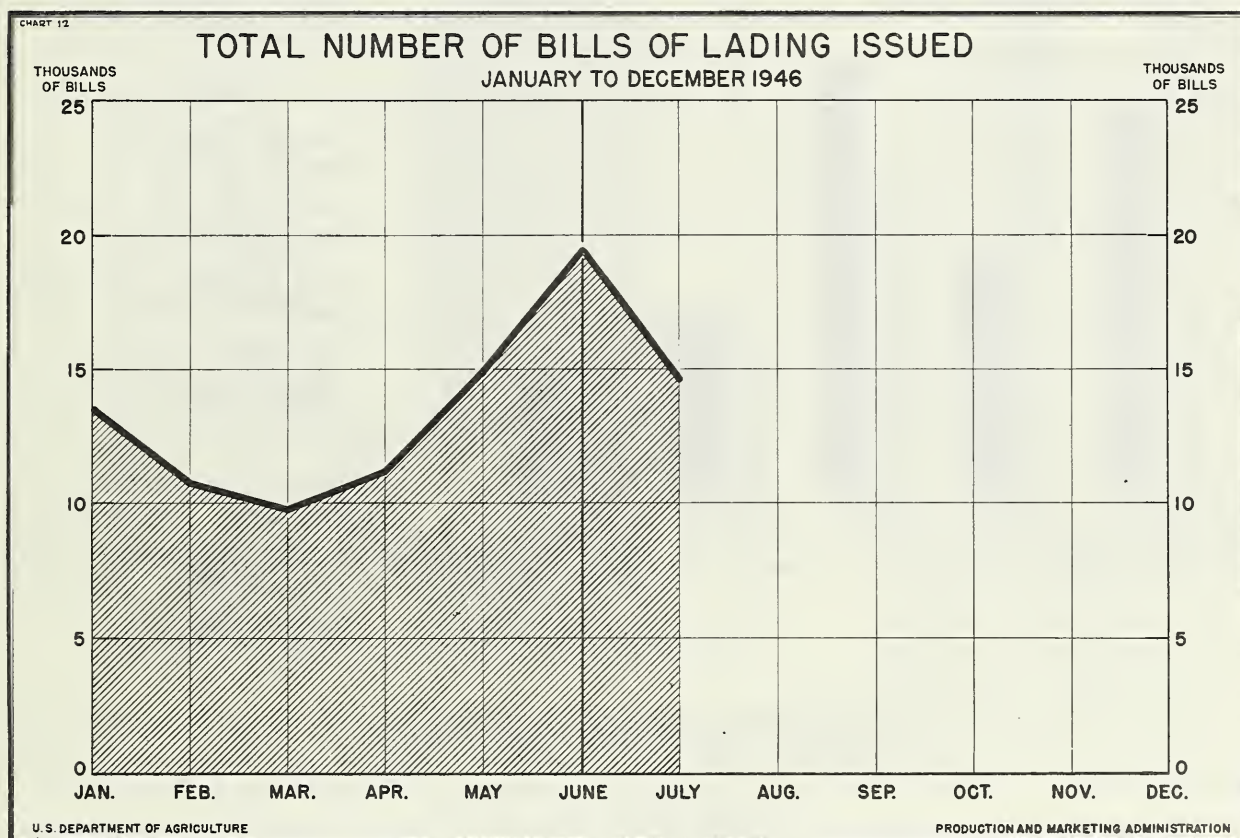
There were 1.93 million pounds of fruit and vegetables reconditioned in July in comparison with 1.26 million pounds during June. Grain and seed declined from 4.19 million to

1.24 million, special commodities from 748 thousand to 651 thousand, and dairy and poultry products from 5.33 million to 277 thousand. Livestock and meat products increased from 15 thousand to 87 thousand. (See Chart 11.) No work was done for the American Red Cross in July in contrast to 27 thousand pounds processed in June.

During the month 21.26 million pounds of grain products were fumigated as against 7.6 million in June and 6.0 million in May. Of the July total, 21.02 million pounds were fumigated in warehouses and 244 thousand pounds in cars on track.

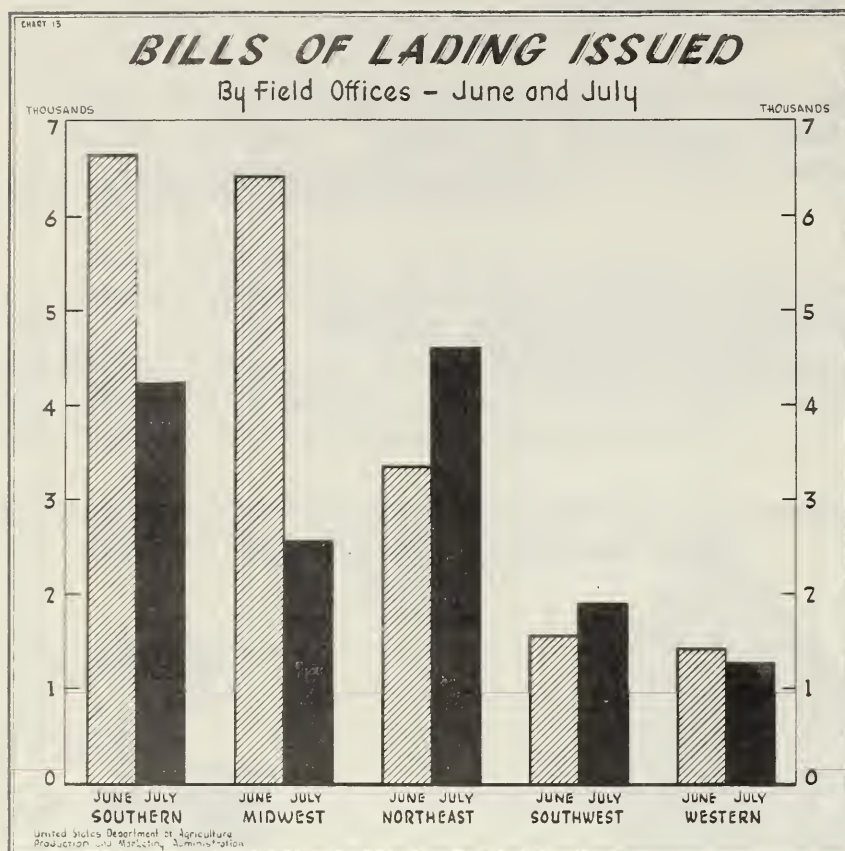
BILLS OF LADING

Bills of lading dropped from the June calendar year peak of 19,419 to 14,618 for July. This was a decline of 24 percent. Despite the reduction, however, July ranked third in volume for the calendar year. (See Chart 12.)



The South, which led all other regions with 6,652 bills issued in June, dropped to 4,262 or second place in July. The Northeast, on the other hand, jumped from 3,348 in June to 4,613 in July and moved in rank from third to first. (See Chart 13.) The Midwest, which ranked second in June with 6,422, dropped to third in July with 2,577 bills issued. The Southwest was fourth during both months, although the total increased from 1,572 to 1,891. The West stood last with 1,425 in June and 1,275 in July.

In percentage of total July loadings, the Northeast issued 31 percent as against 17 the preceding month. The South had 29 percent



compared to 35 in June. The Midwest dropped from 33 percent in June to 18. The Southwest issued 13 percent compared to its previous 8, and the West rose from 7 in June to 9 percent in July.

A balance between the number of bills of lading issued and the number of cars shipped is not always possible. Consideration, for example, must be given to factors such as shipments of various commodities purchased FOB port which are moved on commercial rather than government bills.

CAR DETENTION (BEYOND FREE TIME)

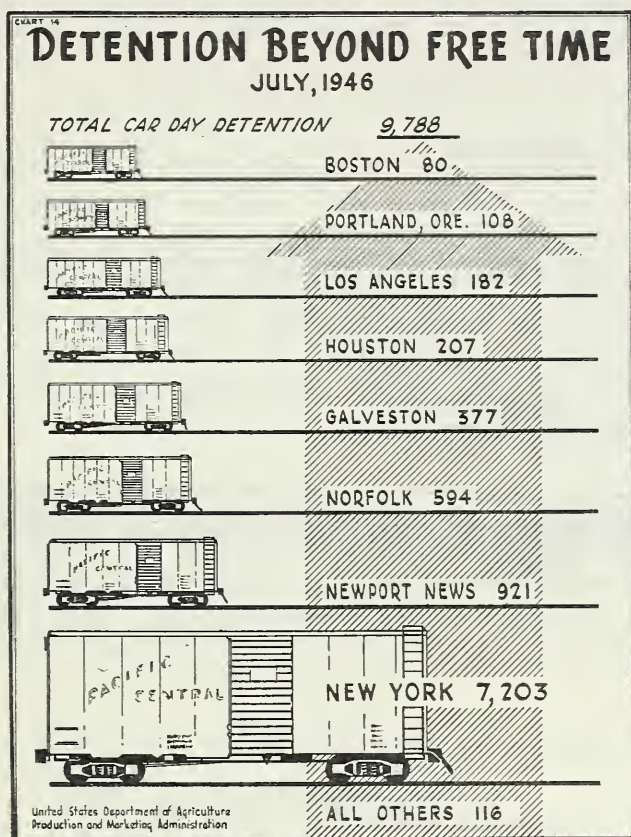
Detentions amounted to 1,982 cars during July in contrast to 3,056 cars in June. Nine hundred and sixty-four cars, or 48 percent of the total, represented box cars while 1,018 cars, or 52 percent, represented reefers. Detentions were heaviest at New York where 1,388 cars were reported, of which 980 were reefers. Galveston was second with 118 and was followed by Norfolk with 112, and Newport News 111. Ninety-one cars were detained at Los Angeles, 56 at Houston, 36 at Portland, Oregon, 32 at San Francisco, 20 at New Orleans, 10 at Boston, 6 at Mobile, and 2 at Baltimore. There were no detentions at Philadelphia, Beaumont, Savannah, or Charleston. All ports except New York, Galveston, San Francisco, and Mobile detained fewer cars during July than June. The heavy detention in the New York area was caused by the failure of expected ship space to materialize and the rejection of approximately 100 cars of frozen meat in brine tanks at shipside. Labor trouble, which disrupted pier and ship service, also was a contributing factor.

Newport News, with 8.3 days, detained cars for the longest period of time. Boston averaged 8.0 days, Norfolk 5.3, New York 5.2, Houston 3.7, Galveston 3.2, and Portland 3.0 days. Two days was the average at Baltimore, New Orleans, San Francisco, and Los Angeles, and 1.3 was

reported for Mobile. In terms of cars days, New York with 7,203 was far ahead of all other ports. It was followed by Newport News with 921,

Norfolk 594, Galveston 377, Houston 207, Los Angeles 182, Portland 108, and Boston 80.

The total for all other ports was 116 car days. (See Chart 14.)



A greater number of cars were handled at ports in July than during June. The total was 14,724 compared with 12,627, a gain of 2,097 cars or 16.6 percent. The number of cars handled at the Southern ports jumped from 3,887 during June to 7,084 during July. The total at the Southwestern ports also increased from 1,107 to 1,391. The other two areas experienced declines. Handlings in

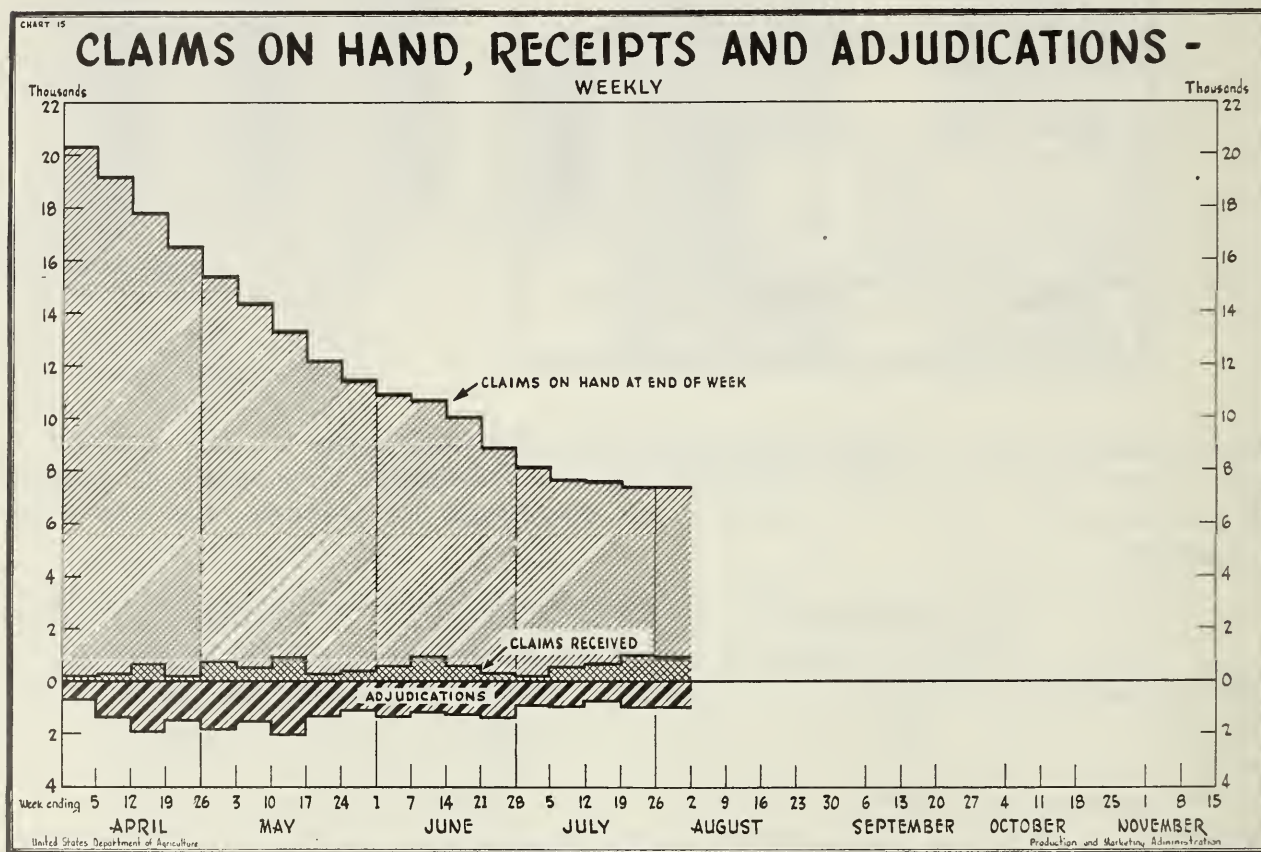
the Northeast area dropped from 5,442 to 4,931 and those at the Western ports from 2,191 to 1,318. During July the Northeast processed 33 percent of the cars, the South 48 percent, the Southwest 10 percent, and the West 9 percent.

	Cars Handled at Ports in July	Cars Detained Beyond Free Time	Detentions as % of Handlings
Newport News	4,277	111	2.6
New York	3,309	1,388	41.9
Norfolk	1,705	112	6.5
Philadelphia	1,090	0	0.0
Mobile	855	6	0.7
Portland, Ore.	720	36	5.0
Galveston	564	118	20.9
Houston	526	56	10.6
San Francisco	381	32	8.4
Baltimore	342	2	0.5
Los Angeles	217	91	41.9
Boston	190	10	5.3
Beaumont	152	0	0.0
Savannah	149	0	0.0
New Orleans	149	20	13.4
Charleston	98	0	0.0
Total	14,724	1,982	13.4

Detentions as a percent of cars handled exceeded 40 percent at the ports of New York and Los Angeles. They amounted to 20.9 percent at Galveston, 13.4 percent at New Orleans, and 10.6 percent at Houston. The other percentages ranged between 0.5 at Baltimore and 8.4 at San Francisco. (See table page 17.)

CLAIMS ^{1/}

The backlog of claims on hand was reduced from 8,867 on July 1 to 7,379 on August 2. (See Chart 15.) This reduction amounted to 17 percent or 1,448 claims. Adjudications totaled 4,878 during the same period, which was only slightly less than the 5,154 processed in June. The net reduction in the backlog cannot equal the number of adjudications because new claims are continually being added.



There were 3,390 new claims received, an excess of 1,062 over the previous month. The bulk of the new claims were set up from "Cargo, Over, Short and Damage Reports." The majority of these lacked complete essential identifying information. As a result, extensive research was required before actual processing could commence. This condition naturally reduces the number of adjudications which can be made. "Forwarding

^{1/} Includes Claims Section of New York Field Office.

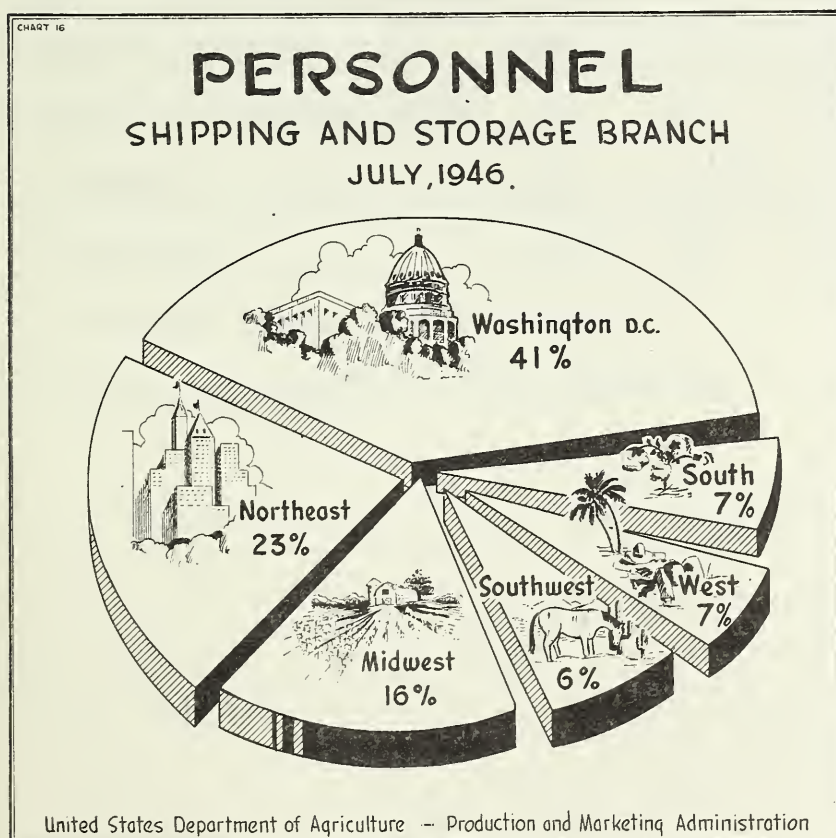
Notices and Non-Negotiable Receipts," on the other hand, are being received in excellent order. Claims set up from these forms require only a minimum of preliminary work. However, the interval between receipt of the claim and arrival of the carrier's bill consumes at least three months time. The number of cases which can be adjudicated is thereby limited. They will remain so until carrier's billing becomes current.

Collections were reported on 3,842 claims during July. The aggregate for June was 2,834. The monetary value of the July claims amounted to \$116,710.96. The amounts ranged from a low of \$10,312.91 during the week of July 1 to 6, to a high of \$33,055.65 for the week of July 22 to 26.

PERSONNEL

The number of personnel in the Shipping and Storage Branch totaled 1,398 on July 31, 1946. The Washington offices had about 41 percent of the total and the remaining 59 percent was divided among the several Field Offices. The Midwest figure includes those personnel at the Natural Cooler facility located in Atchison, Kansas. The Northeast led

all Field Offices with 23 percent of the Branch's employees. The Midwest was second with 16 percent and was followed by the West with 7 percent, the South 7 percent, and the Southwest 6 percent. (See Chart 16.)



Personnel in the Field Offices devoted an estimated 1,930 man-hours during July to the handling of Basic Commodities for the various Commodity Branches. This was slightly less than the 1,955 man-hours expended in June. It was significant, however, because this

duty was in addition to that required to handle the large volume of Shipping and Storage activities. Approximately 54 percent of this additional

work was done in the Southwest area, half of which was for the Grain Branch and the remaining half for the Cotton Branch. Four hundred fifty-eight hours were spent in the Western area, 368 in the South, and 64 in the Northeast.

Field Office personnel also handled 3,619 cars not covered by PMA bills of lading. This was 681 less than the June sum but was 1,189 in excess of the number arriving in May.

MISCELLANEOUS WORK MEASUREMENTS

Each Field Office As Percent Of F. O. Total

	NE	NW	SO	SW	W
Orders to Ship	22%	17%	26%	14%	21%
Bills of Lading	31	18	29	13	9
Shipments from Vendors	26	27	19	16	12
Shipments from Warehouses	31	6	17	6	40
Reconsignments	48	3	45	1	3
Arrivals at Warehouses	35	15	18	11	21
Arrivals at Ports	35	0	47	10	8
Liftings at Ports	35	0	43	7	15
Warehouse Facilities In Use	36	22	10	10	22
Average	33	12 ^{2/}	28	10	17
Personnel	37 ^{1/}	28	12	11	12

^{1/} Excludes Claims Section personnel.

^{2/} This F. O. handles no port operations.

PERSONNEL OF SHIPPING AND STORAGE BRANCH
BY DIVISIONS IN WASHINGTON, D.C. AND BY FIELD OFFICES

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
STGE	PROGRAM	SHIPPING	ADMINIS-	OFFICE OF	FIELD OP-	INSP.&	TOTAL COLS.	CLAIMS	INV.	TOTAL IN
	MGMT.		TRATIVE	DIRECTOR	ERATIONS	MAIN.	(1) THRU (7)		ACCTG.	WASH., D.C.
JAN. 1945	106	28	103	26	13	-	276	25	-	301
FEB.	112	31	99	30	15	-	287	27	-	314
MAR.	107	32	100	31	17	-	287	28	-	315
APR.	112	34	98	34	19	-	297	28	-	325
MAY	117	36	103	33	18	-	307	27	-	334
JUNE	124	53	82	32	18	-	309	31	-	340
JULY	121	54	81	32	21	-	309	34	-	343
AUG.	107	50	80	33	22	-	292	38	-	330
SEPT.	121	51	79	37	24	3/	312	41	-	353
OCT.	135	54	59	11	12	13	313	54	-	367
NOV.	83	51	52	13	11	13	258	90	-	348
DEC.	77	49	52	14	12	15	256	96	4/	352
JAN. 1946	76	51	55	12	12	15	260	107	190	557
FEB.	-	94	60	15	13	19	249	121	197	567
MAR.	-	97	60	13	14	18	240	150	195	585
APR.	-	101	63	14	21	14	249	147	197	593
MAY	-	106	65	14	20	13	253	144	189	586
JUNE	-	107	52	14	21	12	242	176	174	592
JULY	-	107	46	14	21	12	235	169	166	570

	(12) NORTHEAST	(13) MIDWEST	(14) SOUTHERN	(15) SOUTHWEST	(16) WESTERN	(17) NATURAL COOLER	(18) TOTAL FIELD OFFICES	(19) GRAND TOTAL
JAN. 1945	319	118	47	46	173	-	703	1004
FEB.	322	118	43	43	178	-	704	1018
MAR.	325	121	47	42	171	-	706	1021
APR.	323	114	42	41	171	-	691	1016
MAY	314	120	42	49	163	-	688	1022
JUNE	300	125	40	53	165	-	683	1023
JULY	310	130	44	65	172	-	721	1064
AUG.	299	143	44	65	165	-	716	1046
SEPT.	315	133	41	72	153	-	714	1067
OCT.	323	132	45	73	150	-	723	1090
NOV.	320	141	48	83	142	-	734	1082
DEC.	324	148	49	72	137	-	730	1082
JAN. 1946	350	150	50	80	110	35	740	1332
FEB.	360	167	60	81	109	34	811	1378
MAR.	353	167	57	83	101	35	796	1381
APR.	357	161	57	83	106	43	807	1400
MAY	316	150	60	78	135	43	782	1368
JUNE	321	164	84	85	102	60	816	1408
JULY	314	162	99	88	101	64	828	1398

SOURCE: ADMINISTRATIVE DIVISION TIME AND ATTENDANCE REPORTS, TIME STUDY ANALYSIS BY MAN MONTHS, AND REPORTS FROM FIELD OFFICES.

- 1/ STORAGE AND PROGRAM MANAGEMENT DIVISIONS CONSOLIDATED AND REPORTED AS PROGRAM OPERATIONS IN FEBRUARY, 1946.
- 2/ ADMINISTRATIVE DIVISION CARRIED IN OFFICE OF DIRECTOR UNTIL OCTOBER.
- 3/ INSPECTION AND MAINTENANCE DIVISION FORMED.
- 4/ INVENTORY ACCOUNTING DIVISION TRANSFERRED FROM FISCAL BRANCH TO S&S BRANCH.

AVERAGE NUMBER OF CARS HANDLED PER FIELD OFFICE EMPLOYEE 1/

During July

	NE <u>2/</u>	MW	SO	SW	W
Shipments from Vendors	18.3	25.9	44.5	38.7	25.0
Shipments from Warehouses	5.0	1.3	9.3	3.5	19.3
Unloads at Warehouses	5.3	3.2	9.1	5.9	9.9
Reconsignments	8.5	0.8	26.5	0.5	1.6
Arrivals at Ports	13.2	---	60.7	13.3	9.1
Liftings at Ports	20.5	---	83.6	15.5	25.9
Total Handlings in July	70.8	31.2	233.7	77.4	90.8
Total Handlings in June	55.6	58.7	226.3	76.9	89.5

1/ Average for month2/ Claims Section personnel omitted.

EMBARGOES AND STRIKES IN EFFECT DURING JULY

1. Embargo 703, box and refrigerator cars to New York, November 21 to present.
2. Embargo 129, export freight to Houston, Galveston and Texas City, March 5 to present.
3. Embargo 170, export freight to USDA, BWWT and UNRRA at Baltimore and Philadelphia, March 25 to present.
4. Embargo 197, superseding embargo 170, export freight to Philadelphia, April 5 to present.
5. Embargo 344, export flour to Los Angeles, July 9 to July 19.
6. Embargo 348, export freight to Newport News, Norfolk and Portsmouth, July 10 to present.
7. San Francisco transportation operators' strike, June 30 to July 3.
8. New York CIO-AFL jurisdictional dispute, Piers 17 and 29, Staten Island, July 9 to July 15.
9. Los Angeles stevedore foremen's strike, July 12.
10. Northwest ports longshoremen's slowdown action, July 16 to July 24.
11. Houston dock checkers' strike, July 19 to July 29.
12. Los Angeles area slowdown action, July 22 to July 31.

